



July 2, 2001

Mr. Mark Barnes
NAVAL FACILITIES ENGINEERING COMMAND
1510 Gilbert Street, Attn Code EV32MB
Norfolk, Virginia 23511

Re: EBS Report and Checklist
I-564 Intermodal Connector Project
Naval Station Norfolk
Norfolk, Virginia

Dear Mr. Barnes:

Marshall Miller & Associates (MM&A) has completed the attached draft *Environmental Baseline Survey (EBS) Checklist* for Tract 1 and the draft *EBS* for Tracts 2 through 4 at the Naval Station Norfolk (NSN) in the vicinity of the Interstate 564 Intermodal Connector (I-564 connector). These investigations were conducted on behalf of the Virginia Department of Transportation (VDOT) to satisfy requirements of the transfer of federal property, in this case Navy property to VDOT. Enclosed are four copies of the draft documents for distribution and review by the Department of the Navy. Copies of the draft reports have also been sent to Mr. Brett Waller of VDOT for review.

It should be noted that the documents should be considered in draft form. Also note that the Figures still require additional information to be displayed such as Figure 1-2 does not show utility easements (which MM&A is digitizing into Figure 1-2) and Figure 1-3 is not included, which will contain an aerial photograph overlay. Please review the

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documents and provide comments to include in the final reports. If you have any questions or require additional information, please do not hesitate to call the undersigned.

Sincerely,

Marshall Miller & Associates, Inc.

Stephanie P. Golembeski

Stephanie P. Golembeski

Staff Scientist

James T. Martin

James T. Martin

Project Manager

cc: Brett Waller, VDOT



DRAFT

Environmental Baseline Survey (EBS) Checklist

Installation: _____	LANTDIV File#: _____
Real Estate Transaction Description: _____	
Survey Completed By (Name): Stephanie Golembeski/James Martin (MM&A) Date: July 2, 2001	
Job Title: Staff Scientist/Project Manager Telephone Number: (804) 798-6525	

Site Summary Information

1. This checklist was prepared for Tract 1 of the proposed I-564 intermodal connector (**Figure 1-1 and 1-2a Attachment A**) and (**Photos 1 and 2, Attachment B**). There is no known contamination on the proposed I-564 corridor limits; however, there is petroleum storage as well as petroleum and polychlorinated biphenyl (PCB) contamination on adjacent properties.

A. Use of Facility:

Prior Uses: Naval Station Norfolk

B. Contaminants:

☐ Yes, ☐ Suspected, ☒ No

Comments: Through site reconnaissance, interviews, and reviewing information provided by the Navy, it was determined that no contaminants exist on the corridor limits.

C. Hazardous Materials Use/Storage:

☐ Use, ☐ Storage

☐ Suspected Use, ☐ Suspected Storage

Type of HM: None

Comments: Through site reconnaissance, interviews, and reviewing information provided by the Navy, it was determined that no hazardous materials are used on the proposed project limits.

D. Treatment, Storage, Disposal of Hazardous

Waste: ☐ Suspected, ☒ No ☐ Yes,

Comments: Through site reconnaissance, interviews, and reviewing information provided by the Navy, it was determined that hazardous waste is not treated, stored, or disposed on the proposed project limits.

E. Underground Storage Tanks: ☒ No

☐ Yes, ☐ Suspected,

UST Number: 0

Gallons: NA

Comments: Through site reconnaissance, interviews, and reviewing information provided by the Navy, it was determined that there are no known underground storage tanks present in the proposed project corridor. The closest UST was a former tank removed from CEP-188 which will be further discussed.

F. Above-Ground Storage Tanks: ☐ Yes, ☒ No

AST Number: 0 / Gallons: NA

Comments: Through site reconnaissance, interviews, and reviewing information provided by the Navy, it was determined that there are no known above-ground storage tanks present in the proposed I-564 corridor. However, three large ASTs (CEP 1, 2, and 3) exist on the western corridor boundary (**Photo 5, Attachment B**). Note that the product pipeline for these ASTs lies beneath the proposed corridor. The material in **Attachment C** did not indicate contamination from the pipeline in the corridor area. Two ASTs also exist on the northern boundary and are associated with CEP-188.

G. Presence of Polychlorinated Biphenyl's (PCB's)

☐ Yes, ☐ Suspected, ☒ No

Comments: According to information provided by the Navy, there have been no reports prepared on PCBs for project limits and there is no reason to suspect that the proposed corridor will be impacted by PCBs.

H. Asbestos: ☐ Yes, ☐ Suspected, ☒ No

☐ Non-Friable ☐ Accessible

Comments: According to information provided by the Navy, there have been no reports prepared on asbestos for the project limits and there is no reason to suspect that the proposed corridor will be impacted by asbestos. Two buildings (CEP-6 and CEP-210) are scheduled for demolition on Tract 1 (**Photo 3 and Photo 4, Attachment B**). To verify that these structures do not contain asbestos, appropriate sampling and precaution should be taken during the demolition of these buildings.

I. Lead Paint: ☐ Yes, ☐ Suspected, ☒ No

Comments: According to information provided by the Navy, there have been no reports prepared on lead paint for the project area. It is unlikely that the two buildings scheduled for demolition contain lead paint; however, proper inspections and precautions should be taken during demolition.

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J. Radon: ☐ Yes, ☐ Suspected, ☒ No

Comments: According to information provided by the Navy, there have been no reports prepared on radon for the project area and there is no reason to suspect that proposed corridor will be impacted by radon.

K. Radiological Materials: ☐ Yes, ☒ No

☐ Suspected,

Comments: According to information provided by the Navy, there have been no reports prepared on radiological materials in project limits and there is no reason to suspect that the proposed corridor will be impacted by radiological materials.

L. Uses of Adjacent Property:

Current Use: Properties adjacent to Tract 1 are owned and used by the Naval Station Norfolk.

Past Use: The proposed I-564 corridor and the properties adjacent to the acquisition area have been used by the Navy since the 1950's. Prior to that the land was unused based on aerial photographs.

Additional Comments

2. With regard to the subject site has the ACTIVITY complied with all federal and applicable state and local environmental laws and regulations? ☒ Yes, ☐ No

Comments:

As documented in **Attachment C**.

3. Additional information or comments regarding questions 1 and 2: According to information provided by the Navy (**Attachment C**) no Notice of Violations (NOVs) have been issued for operations in the project area.

RECORDS REVIEW & SITE VISIT

1. This EBS considers all sources of available information regarding environmentally significant current and past uses of real property and consists of the following:

A. A review of real estate property records and files: ☐ Records, ☐ Files, ☒ None

Comments: No real estate property records or files were provided by the Navy for review.

B. A review of all reasonably obtainable federal, state, and local government records for the adjacent facility where a known release of any hazardous substances or any petroleum products has occurred and is likely to cause or contribute to a release or threatened release of any hazardous substances or petroleum products on the real property in question:

☒ Federal,

☒ State,

☐ Local,

☐ None

Comments: A geographic database search was conducted by EnviroData of Gloucester, Virginia (**Attachment D**) to identify nearby properties that could be of environmental concern to the acquisition area. Through researching available maps and site reconnaissance, it was determined that none of the sites identified by the EnviroData report are expected to have an adverse environmental impact on the proposed I-564 intermodal connector.

C. A review of aerial and/or historical photographs that may reflect prior uses of the property:

☒ Yes,

☐ No

Comments: Aerial photographs were reviewed as part of this checklist. The 1963 photographs shows the majority of Tract 1 is undeveloped. A bulk fuel farm and a few buildings are the only structures present on the photograph. According to the 1994 aerial photograph, the proposed corridor has experienced much development. The project area appears in the 1994 photograph as it did at the time of the site visit.

D. Interviews with current and/or former employees involved in the operations:

☒ Current Employees,

☐ Former Employees,

☐ None

Comments: Interviews were conducted with Navy personnel thought to be familiar with, or directly in charge of, the facility, property, or data in question.

Additional Comments

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E. A visual inspection of the areas listed below located on or near the subject site/parcel:

Subject Site/Parcel: ☒ Yes, ☐ No If Yes, evidence of potential contamination observed

included: ☐ Stained ☐ Stressed Vegetation (not seasonally ☐ Dead or Ill
☐ Other signs of actual or potential release of hazardous substances or petroleum
☒ No apparent evidence on the

Buildings/Structures: ☒ Yes, ☐ No, ☒ Exterior, ☐ Interior, ☐ NA

Pipe/Pipelines: ☐ Yes, ☐ No, ☒ NA

Equipment: ☐ Yes, ☐ No, ☒ NA

Other Improvements: ☐ Yes, ☐ No, ☒ NA

Adjacent Properties: ☒ Yes, ☐ No, ☐ NA

Comments: No evidence of potential contamination was observed on the subject property or adjacent properties.

F. A list of potential sources of contamination on the installation and/or adjacent properties which could migrate to the subject site/parcel, which include:

☒ Hazardous Materials Leaking, ☐ Hazardous Waste, ☒ Petroleum
☐ Others, ☐ No apparent contamination migrating to subject

Comments: According to information provided by the Navy, PCB contamination has occurred from a transformer associated with CEP-86. Due to the distance of the building from the corridor and the reported limited impact it is unlikely that the corridor will be impacted by PCBs. Three large ASTs containing petroleum are located adjacent to the acquisition area. Monitoring wells were located near AST CEP-3 were impacted by petroleum. CEP-3 is the AST furthest west of the proposed corridor. The corridor is not directly down-gradient from the release. A pipeline which lies beneath the corridor was assessed. No impact within the corridor was noted which limits the risk from the bulk ASTs. A petroleum release also occurred from a UST associated with CEP-188. The tank was removed from the ground and limited impact was noted at the time of removal. The proposed project corridor is not located directly down-gradient from the release area which limits the risk from the UST.

2. Brief Synopsis of the EBS inspection

A. Description of past and current activities on the listed property and on the adjacent property

(if applicable): The listed property as well as adjacent properties have been used by the Navy since development. The buildings in the vicinity of the I-584 corridor are mainly used for administrative purposes.

B. Description of hazardous substances or petroleum products (to include storage, release, treatment, or disposal) at the property and adjacent properties: No hazardous substances were observed as stored, released, treated, or disposed on the project area.

C. Any Relevant information obtained from the search of records and/or files:

Relevant information obtained from records provided by the Navy as part of this investigation have already been discussed.

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D. Any relevant information obtained from a review of the recorded chain of title documents regarding real property: The Navy first developed Tract 1 between 1944 and 1955. Additional development has occurred over the years. No chain of title documents were provided by the Navy.

E. Brief summary stating the areas of real property evaluated and conclusions of the survey:

The area of real property evaluated during this investigation includes Naval Station Norfolk property west of Hampton Boulevard. The proposed I-564 corridor begins just west of Hampton Boulevard and continues east for approximately 800 feet and then continues north approximately 1,800 feet to join with Virginia Avenue. No hazardous substances have been stored, released, generated, treated, or disposed on the acquisition area. Petroleum storage is present in large ASTs on an adjacent property. Petroleum and PCBs have been released on properties in the vicinity of the proposed corridor. Due to the distance and direction of groundwater flow, it is unlikely that the project corridor has been adversely affected by this contamination.

Attachment A
Maps

SEE APPENDIX A IN FULL EBS REPORT

Attachment B
Site Photographs



PHOTO 1

*VIEW OF PROPOSED I-564 CONNECTOR LOOKING NORTH TOWARDS VIRGINIA AVENUE.
NOTE FUEL FARM ON LEFT.*

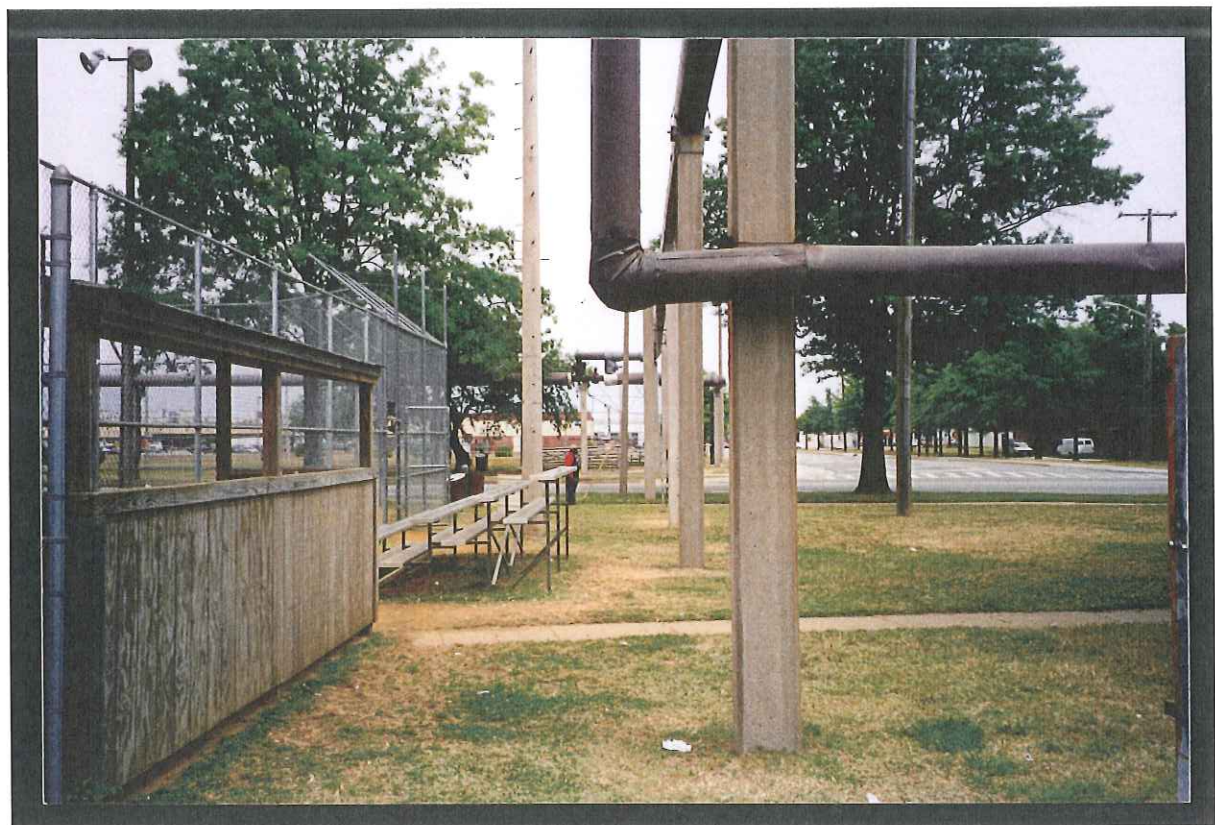


PHOTO 2

VIEW OF PROPOSED I-564 CORRIDOR LOOKING NORTH TOWARDS VIRGINIA AVENUE.



PHOTO 3
VIEW OF CEP-210 WHICH IS SCHEDULED FOR DEMOLITION.



PHOTO 4
VIEW OF CEP-6 WHICH IS SCHEDULED FOR DEMOLITION.



PHOTO 5
VIEW OF ABOVEGROUND FUEL FARM.

Attachment C
Information Provided by the Navy

SEE APPENDIX C IN FULL EBS REPORT

Attachment D
Regulatory Database

SEE APPENDIX D IN FULL EBS REPORT